

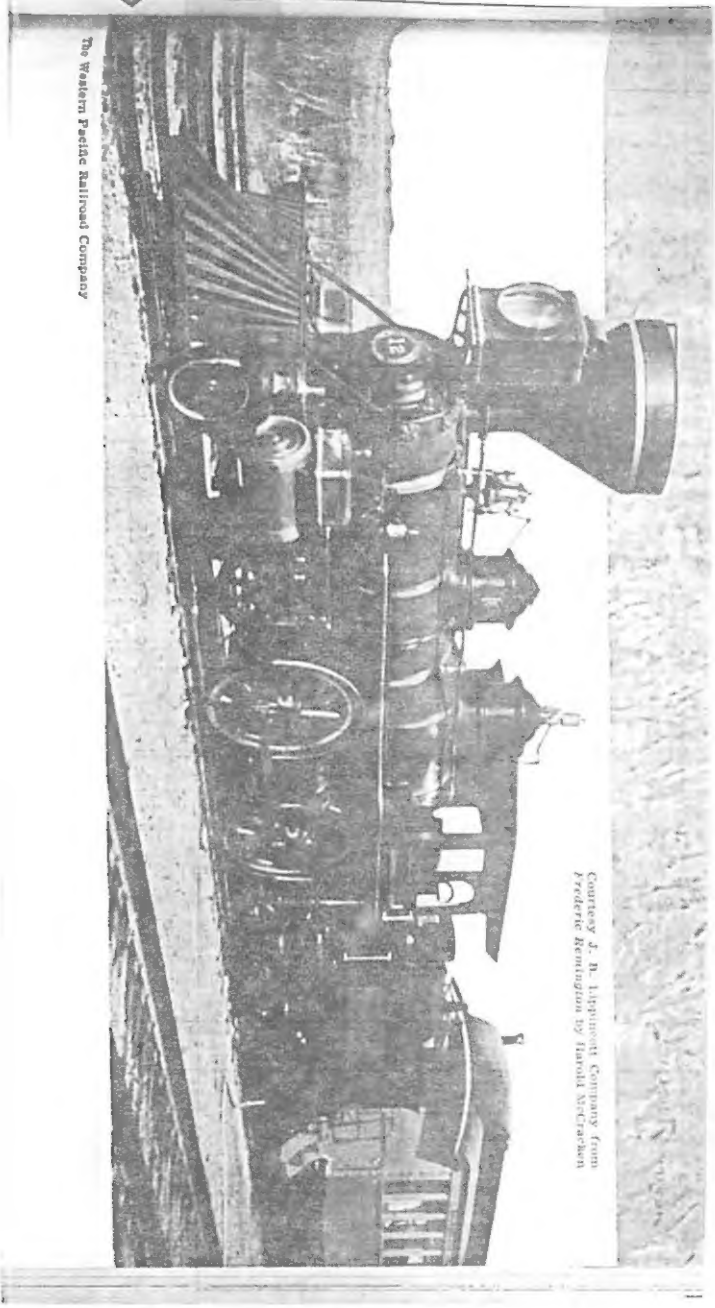
End of

Pioneer Era

See records  
in theer creper  
books

**Railroads helped tame the West. The train at right ran out of Virginia City, Nev., on the Virginia & Truckee line.**

The Western Pacific Railroad Company

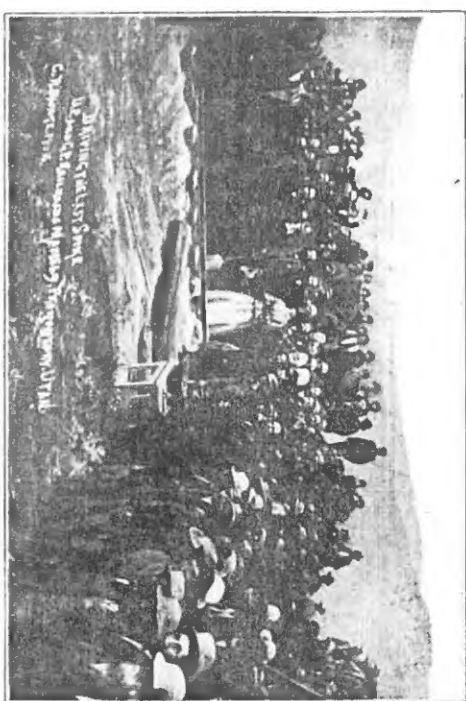


Courtesy J. M. Lippincott Company from  
*Frederic Remington by Harold McCracken*

occasion of a joyful celebration. It was about half past eleven a. m. when the track-layers came in sight of the "Junction City." The excited inhabitants, from the top of every high bluff or other commanding elevation, "feasted their eyes and ears with the sight and sound of the long expected and anxiously looked for fiery steed." On it came, the workmen in front putting down the rails, and the locomotives, as fast as the iron path was prepared for them, steaming up behind. At half past two p. m. they reached the town, where, amid the raising of flags, the music of bands, the shouts of the people, and the thunder of artillery, the advent of the railroad was celebrated with the wildest enthusiasm. "Hail to the Highway of Nations! Utah bids you welcome!" was one of the mottoes displayed in the popular and official gathering that greeted the arrival of the "iron horse."

**The Meeting at Promontory.** The greater event of the meeting of the two lines on the northern shore of the Great Salt Lake was reserved for Monday, the tenth of May, two months and two days after the celebration at Ogden. At Promontory Summit, 690 miles east from Sacramento, and 1,086 miles west from Omaha, the last rail was laid, the last spike was driven, and both tracks were welded into one. The Pacific Railroad was completed.

The junction had been effected a short time before, but two lengths of rails had been left for the final proceedings. Spectators began to arrive at about eight o'clock in the morning, and by noon eleven hundred people had assembled upon the scene, representing by



THE DRIVING OF THE LAST SPIKE.

birth nearly all the civilized nations of the world. Trains from East and West brought leading railroad men and newspaper representatives from all parts of the country. Mingling in the throng were many prominent citizens of Utah and the surrounding Territories. The Chinese laborers on the western division having with picks and shovels leveled the road-bed preparatory to putting in place the last ties and rails, this work was now done, all but the laying of one rail.\* The Union Pacific locomotive Number 119 and the Central Pacific locomotive "Jupiter" then moved up to within thirty feet of each other, and all was ready for the closing scene of this memorable act in the great drama of modern events.

\*Europeans (principally Irish) on the Union Pacific, and Asiatics (Chinese) on the Central Pacific, directed by Americans, laid the last rails to complete the "Highway of Nations."

# THE PROCEEDINGS AT PROMONTORY SUMMIT.

PROMONTORY SUMMIT, *via*, Ogden, May 10.—The last tie has been laid; the last rail is placed in position, and the last spike driven, which binds the Atlantic and Pacific oceans with an iron band. The electric flash has borne the tidings to the world and it now devolves upon us, the favored eye-witnesses of the momentous feat, to enter our record of the facts. The meridian hour has come and on the expansive and lofty plateau, at the summit of the Promontory, a scene is disclosed in the conception of which every exultant element of humanity is revivified. Never before has this continent disclosed anything bearing comparison with it. The massive oaken-hued trains of the Central lie upon their iron path, confronted by the elegant coaches of the Union Pacific. A thousand throbbing hearts impulsively beat to the motion of the trains as the front locomotives of each company led on majestically up to the very verge of the narrow break between the lines, where, in a few moments, was to be consummated the nuptial rites uniting the gorgeous east and the imperial west of America, with the indissoluble seal of inter-oceanic commerce.

Upon the ground were the following named officials and guests of the Central Pacific Company: Hon. Leland Stanford, president; Mr. Corning, general superintendent; J. H. Strowbridge, superintendent of construction; Charles Marshall, Esq., one of the directors; E. B. Ryan, Esq., Gov. Stanford's private secretary; Messrs. J. T. Haines, F. A. Trytton and Wm. Sherman, commissioners of inspection; Edgar Mills, Esq., of the firm of D. O. Mills & Co, bankers, Sacramento; Gov. Safford, of Arizona; Gen. Houghton, and E. H. Peacock, Esq., of Sacramento; Hon. Tom Fitch, M. C., of Nevada; Dr. Harkness, of Sacramento; Judge Sanderson, of the Supreme Court of Cal.; Dr. T. D. B. Stillman, of San Francisco; S. T. Game, Esq., of Virginia, Nev.; Mr. Phillips, banker, and wife, of Nevada, Cal.; Alfred Hart, Esq., of Sacramento, company photographer; E. D. Dennison, Esq., in charge of excursion train.

The Union Pacific Company was represented by the following named officials and guests: Gen. G. M. Dodge, genl. superintendent; T. C. Durant, president, and Sidney Dillon vice president; Director John Duff; H. Hoxie, assistant superintendent; Seymour, consulting engineer; Reed, superintendent and eng construction; D. V. Warren, superintendent of Utah; J. W. ...

Harkness, of the Sacramento press, presented to Governor Stanford a spike of pure gold and said:

"Gentlemen of the Pacific Railroad, the last rail, needed to complete the greatest railroad enterprise of the world, is about to be laid; the last spike, needed to unite the Atlantic and Pacific by a new line of trade and commerce, is about to be driven to its place. To perform these acts the East and the West have come together. Never since history commenced her record of human events has man been called upon to meet the completion of a work so magnificent in contemplation, and so marvellous in execution. California, within whose borders and by whose citizens, the Pacific Railroad was inaugurated, desires to express her appreciation of the vast importance to her and her sister States, of the great enterprise which, by your joint action, is about to be consummated; from her mines of gold she has forged a spike, from her laurel woods she has hewn a tie, and by the hands of her citizens she offers them to become a part of the great highway which is about to unite her in closer fellowship with her sisters of the Atlantic. For her bosom was taken the first soil, hers be the last tie and the last spike and with them accept the hopes and wishes of her people that the success of your enterprise may not stop short of its brightest promise."

The Hon. F. A. Fryth, of Nevada, offered a silver spike to Dr. Du with the following sentiment:—"Iron of the east and the gold of the Nevada adds her link of silver to the continent and wed the ocean." Governor Safford of Arizona offering a spike composed of iron and gold, said: "Ribbed with iron in silver, and crowned with gold, presents her offering to the prize that has banded the and directed the pathway of commerce."

3rd. The response by Stanford in behalf of the "Gentlemen, the Pacific companies accept with pride these golden and silver appreciation of the enterprise to the the whole country and south. A fitting place for our road and driving the Pacific Railroad the hope which you under fully country and trade."

On the head of the spike was inscribed "the last spike." This spike was made of twenty-three twenty dollar gold pieces, and is worth \$460.

A half hour longer sufficed for the photographers to take views of the scene from every available stand point. They will be much sought after. Each company had four locomotives on the ground. "Jupiter," the C. P. engine, in front, George E. Bond, Esq., conductor; this locomotive was elegantly decked with flags and streamers. R. S. Mallory, Esq., conductor of the U. P. excursionists, brought up the most elegant train and largest number of songers yet taken over the route companies of the 21st U. S. Col. Cogswell, were also music of their brass band chanting, as it echoed up the mountain breeze of that hot thermometer stood shade of the point of the

Daniels F.	Rich
Hopkins R. A.	Rich
Hazenbury F.	Rich
Fulger A.	Rich
Gardner M.	Rich
Gates F.	Rich
Grant H.	Rich
Halls H.	Rich
Harrison J. T.	Rich
Hallman M.	Rich
Hart M.	Rich
Hendley E.	Rich
Herrington V. V.	Rich
Hirshbein C. N.	Rich
Holliday J. A.	Rich
Hunt M.	Rich

Under the heading "The Proceedings At Promontory Summit," the Deseret News gives an account of the linking up of the rails at Promontory Summit, May 10, 1869

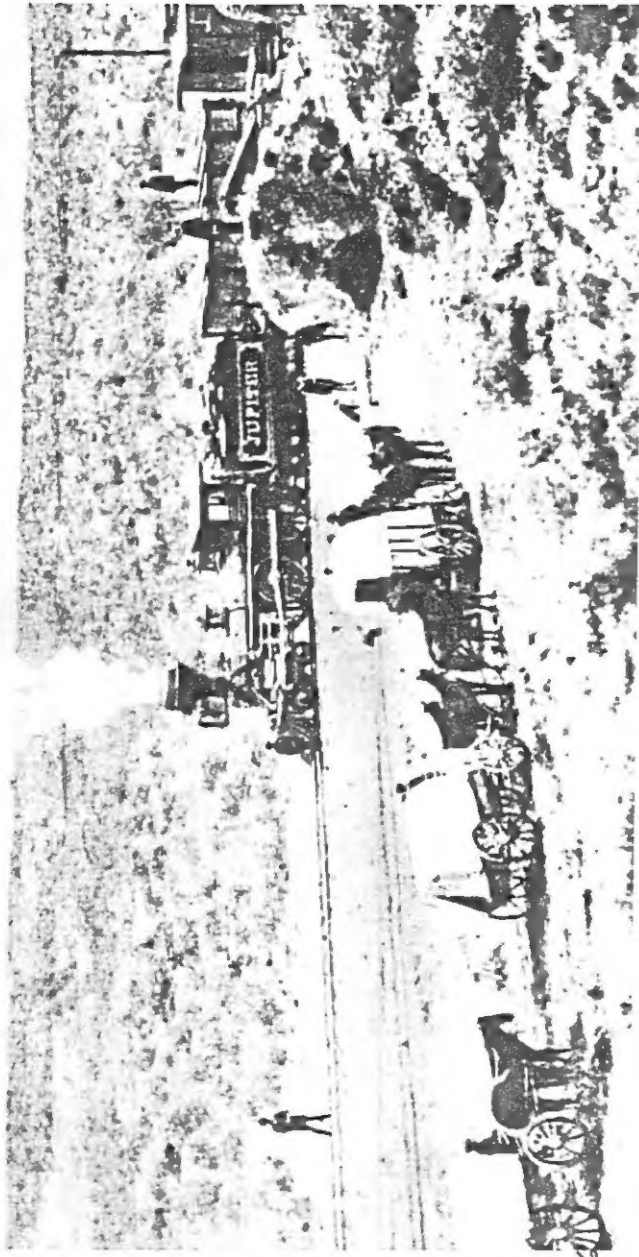
United States was joined from coast to coast by both the world's then fastest means of sound communication and by passenger and freight service.

It didn't take long for the effect of the railroad to be felt in the state. The first Mormon immigrants to reach Utah by railroad arrived on June 25, 1869, a few short weeks after the gold spike ceremonies. Within days, the first shipments of ore, ten tons from the Alta Mines were on the way east; the first Utah beef left in an ice car for San Francisco, and 60,000 pounds of dried Utah peaches went east.

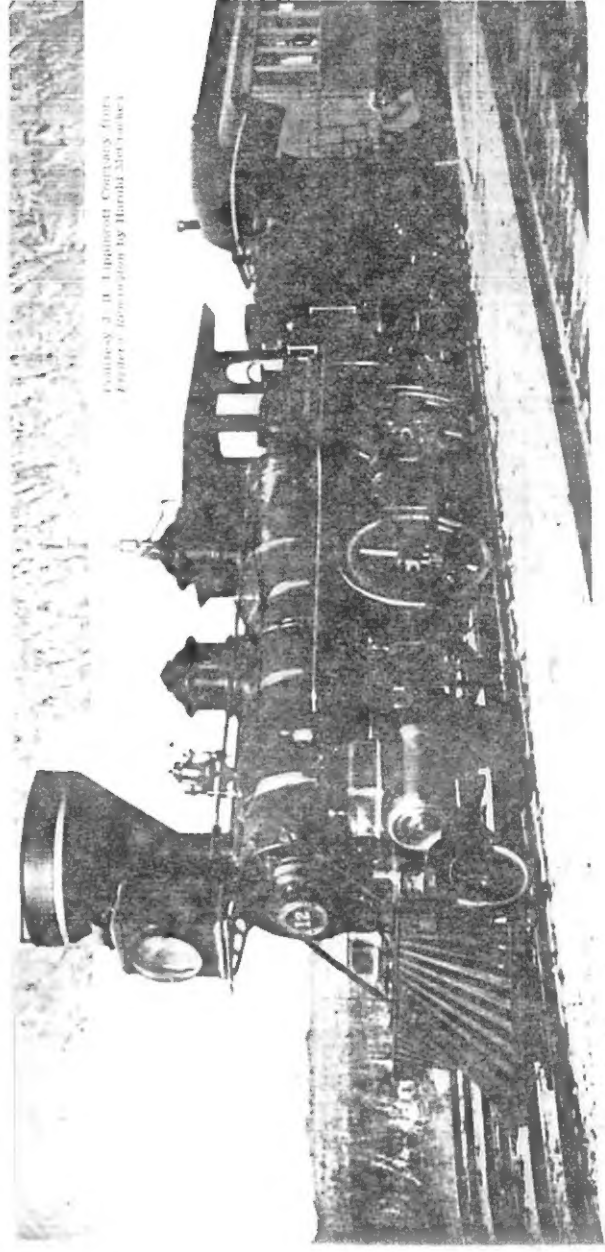
Enjoying the comforts of the new through railroad travel, many prominent Americans began visiting the growing Utah communities. Heading the list, as the first United States president to visit the territory, was Ulysses S. Grant who came on October 3, 1875.

As with the telegraph, enterprising Mormon leaders soon built branch railroad lines to other Utah communities. First completed was the Utah Central Railroad connecting Salt Lake City to

Enroute to Last Spike ceremonies, May 8, 1869, Governor Leland Stanford's special train was met by a covered wagon caravan westward bound with emigrants. The meeting of the old and the new foreshadowed the future. (Photo by A. Hart, Sacramento)



112  
Desert  
1776-1976



LOCOMOTIVE 4014, LARGEST LOCOMOTIVE EVER BUILT  
PHOTOGRAPHED BY HAROLD STANLEY

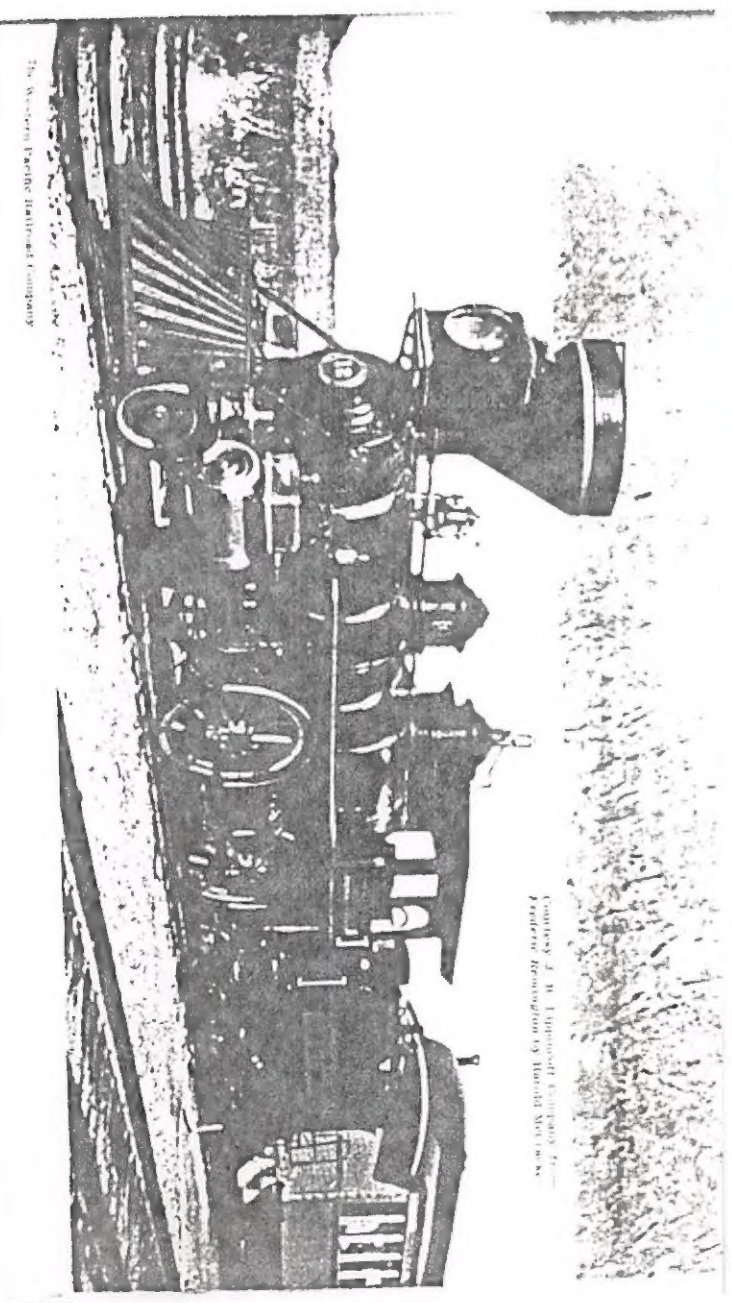
The Western Pacific Railroad Company



On 10 May 1869 - The Wedding of the Rails  
 Concluded The Mormon Pioneer Migration  
 but not Mormon Migration



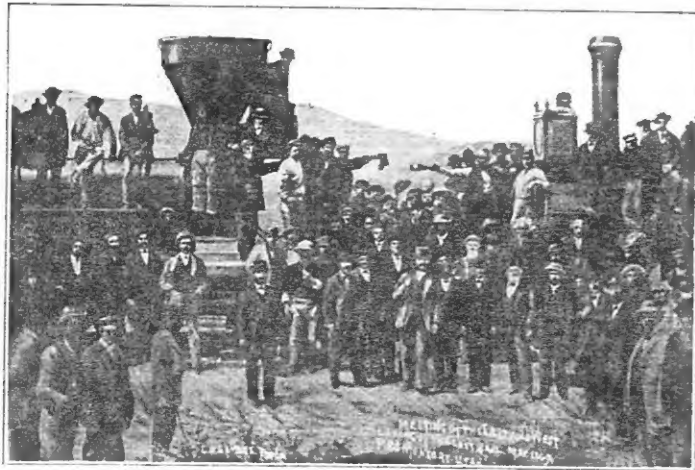
The vital link. Two major railroads laying track east to west and west to east  
 connected the country in 1869.



Courtesy J. M. Thompson Company, Inc.  
 Portland, Oregon, Oregon Co. Portland, Oregon, Inc.

The Western Pacific Railroad Company

its completion was telegraphed to the President of the United States—Ulysses S. Grant—and to the Associated Press, immediately after the driving of the last spike. At the conclusion of the proceedings the two locomotives, standing face to face, moved forward un-



EAST AND WEST SHAKE HANDS.

til they touched each other, and a bottle of wine was poured as a libation on the last rail. So, over Utah, the East and the West shook hands, and the Continent was girdled with a belt of steel.

## 15. What the Railroad Brought. 1869—1873.

**Changes in General.** Only in a brief way can this small history describe the changes that took place in Utah as the result of the coming of the railroad. Those changes were many and varied. The Territory entered upon a new era. The days of isolation were past. Tourists from East and West flocked here to see the much talked of people and their institutions.\* Railroads and telegraphs threw a network of steel and electricity over a region formerly traversed by the slow-going ox team and the lumbering stage coach. The mines were developed and mining became profitable. Industry on every hand revived. Population increased and values of all kinds rose. With the inflow of capital came the establishment of great business houses, the continued discovery and development of valuable mines, the multiplication of churches, schools and newspapers, and the formation of rival political parties, the first that Utah had known.

**The Utah Central Railroad.** The same month that beheld the meeting of the Union Pacific and the Cen-

\*Among the first to come by rail were Vice-President Colfax, Senator Lyman Trumbull, of Illinois; Dr. John P. Newman, of Washington, D. C.; General W. S. Hancock, U. S. A.; Roscoe Conkling, of New York; Carl Schurz, of Missouri; Oliver Ames, President of the Union Pacific Railroad Company; Major Powell, the explorer; and the eccentric lecturer and writer, George Francis Train.